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GUIDE

TO THE

Northern Pacific Railroad

IN

LANDS

IN

MINNESOTA.

NEW YORK OFFICE
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OFFICE, 120 BROADWAY, NEW YORK.


MAP
OF THE
NORTHERN PACIFIC RAILROAD
LANDS
in
MINNESOTA.
MINNESOTA
BELTRAMI
ITASCA
KOOCHICHING
LAKE OF THE WOODS
POLK
RED LAKE
WHITE EARTH
INDIAN RESERVATION
CASS
ST LOUIS
LAKE SUPERIOR
DULUTH
BECKER
CLAY
NORTHERN PACIFIC RAILROAD
CARLTON
AITKEN
WILKIN
OTTER TAIL
CROW WING
PINE
TODD
MORRISON
GRANT
DOUGLAS
BENTON
STEARNS
POPE
STEVENS
TRAVERSE
BIG STONE
SWIFT
KANDIYOHI
MEEKER
CHIPPEWA
WRIGHT
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SHERBURNE
WASHINGTON
CHISAGO
KANABEC
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ALEXANDRIA
LITTLE FALLS
SWAN RIVER
BRAINERD
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MOOSE LAKE
HINCKLEY
PINE CITY
ROCK CITY
SAUK RAPIDS
ST CLOUD
ST CLOUD JC
LANGOLA
WATAB
DOUGLAS
MORRIS
BENSON
DEGRAFF
WILMAR
ST JOHNS
LITCHFIELD
MINNEAPOLIS
ST PAUL
STILLWATER
NATIONAL RAILWAY PUBLICATION CO. PHILA.

THE LANDS

OF THE

The Northern Pacific Railroad

IN MINNESOTA.

THE Northern Pacific Railroad Company, by act of Congress, is entitled to 3,276,000 acres of land in the State of Minnesota. These lands are situated along the line of railroad already constructed across the State from a point on the Lake Superior and Mississippi Railroad near Lake Superior to Dakota, a distance of two hundred and twenty-eight miles. A million acres have been surveyed, and are ready for sale. The lands owned by the company are the odd-numbered sections in each township within the limits of the grant; while the even-numbered sections are held by the government, and are open to settlement under the homestead and pre-emption laws.

The lands have been classified into three divisions, according to their situation, forest-growth, and characteristics of the soil.

THE FIRST DIVISION

Embraces the territory between Lake Superior and the Mississippi River. It is mainly a forest region, — a portion of the great pinery of Minnesota, embracing about twenty-one thousand square miles, — a section as large as the States of New Hampshire and Vermont together, located west and north-west of Lake Superior. The entire country around the head

waters of the Mississippi is covered with a forest-growth. The flora embraces several varieties of pine, also cedar, fir, tamarack, balsam, ash, aspen, elm, maple, birch, oak, and other woods, and is identical with the flora of New York, Pennsylvania, the New-England States, and Canada. There are numerous streams, lakes, and ponds, through which the lumber is run into the Mississippi, floated to Minneapolis, and there manufactured. Iowa, Nebraska, Kansas, and Northern Missouri receive a large portion of the lumber required for the building of houses or for fencing from this section of the north-west.

The Northern Pacific Railroad runs along the southern border of the pine region, and crosses the Mississippi at Brainerd, about one hundred and fifty miles above Minneapolis. Lumber to the amount of two hundred million feet is floated down the river every year from the section of country traversed by the railroad, or from the region north of it. Hitherto, nearly all of this great amount has been manufactured at Minneapolis; but steam-mills are erecting at Brainerd, and the prairie region of the Red-river Valley, Western Minnesota, and Dakota, will hereafter be supplied with lumber manufactured at that point. There are excellent facilities for the erection of steam-mills at Brainerd, upon the shore of a small lake, into which the logs may be driven from the river, and securely boomed.

Not only at Brainerd, but at other points along the line, superior advantages are offered for the manufacture of lumber into doors, sashes, blinds, finishing-material, agricultural implements, farm-wagons, carriages, and furniture.

In this forest region there are many meadows and marshes covered with luxuriant native grasses, where thousands of tons of hay may be had for the cutting. From these natural meadows the lumbermen's teams are supplied with hay during the winter. The blue-joint, foul-meadow, and red-top, and other varieties of grass, are indigenous, and yield not unfrequently three tons per acre. As the timber disappears before the lumberman's axe, the country will be dryer; and there are large tracts which ultimately will be brought under cultivation, as has been the case in Ohio, Indiana, Michigan, and Wisconsin. Between the lakes are low ridges and belts of

land where the soil is excellent, and where wheat, rye, barley, and potatoes will yield as large returns as in other sections of the State. English grasses grow luxuriantly. In the vicinity of the Mississippi, the soil is sandy, but, from the fact that it contains a large percentage of lime, produces good crops.

Settlers intending to take up farms will undoubtedly find the prairies farther west more inviting than the lands of this section; but those engaged in lumbering, or in the manufacture of farming-implements, wagons, carriages, or furniture, will find excellent facilities for business along the line of the Northern Pacific Railroad, between Lake Superior and the Mississippi River.

THE SECOND DIVISION

Embraces the lands between the Mississippi River and the Red-river Valley, — a distance of about a hundred and ten miles. It is more diversified than the region east of the Mississippi. There are prairies, low hills, ridges, swales, and meadows, watered by numerous lakes, ponds, and clear-running streams. There are wide belts of forest, isolated groves and parks, presenting, especially in the western portion, beautiful and charming landscapes. In a region so extensive and diversified, different varieties of soil are found.

Beginning at the Mississippi, and moving west, we see that the land in the vicinity of the river, and for a distance of twenty miles along the northern bank of the Crow Wing River, is a sandy loam; the growth consisting of maple, elm, oak, and pine. Crossing the Crow Wing, the surface becomes undulating; and, while the forest is not dense, there is a large amount of timber.

Ottertail County occupies the centre of this second division. Ottertail City situated about fifteen miles south of the line of the railroad, is the county-seat, and was settled many years ago by the North-western Fur Company: so that the capabilities of the soil are well known. It is a sandy loam, warm, quick, and easy of cultivation. Corn ripens in August. Oats, potatoes, and rye give large returns; and, though the yield of wheat in this county is below the average in the State, it is higher than the average in Ohio or Iowa.

In the Report of the Commissioner of Statistics in Minnesota for 1869, the yield of wheat in Ottertail County is given at 12.53 bushels per acre; while the yield in Ohio is but 11.31, and in Iowa 9.05.

That this region will compare favorably with other sections of the country in the production of wheat, oats, barley, buckwheat, and potatoes, will be seen from the following statement, taken from the Report of the Agricultural Bureau at Washington for Ohio and Iowa, and from the Commissioner of Statistics in Minnesota for Ottertail County: —

	Wheat.	Oats.	Corn.	Barley.	Buckwheat.	Potatoes.
Ottertail	12.53	26.65	12.73	22.15	11.21	88.07
Ohio	11.31	23.86	34.37	20.38	10.97	72.12
Iowa	9.75	23.04	37.12	23.07	9.49	81.01

With the exception of corn, Ottertail County shows a yield superior, in most respects, to those two great agricultural States of the West.

In Becker County, the streams in the eastern section send their waters to the Gulf of Mexico; while those that rise in the western portion flow into Hudson's Bay. This county also abounds in lakes and running streams; and it has appropriately been called the "park region" of the North-west, on account of the many picturesque parks and groves, which, with the intervening lawns and undulating prairies, waving in summer with luxuriant grasses, lend a charm and beauty to the landscape hardly to be surpassed on the continent.

The soil is deeper, darker, and richer than that of Ottertail. The sandy element gives place to clay and lime, which, with the great amount of organic matter, make it exceedingly fertile.

The country west of Detroit Lake was a solitude in 1869, but is now quite thickly settled. Most of the desirable sections of government land near the line of the railroad have already been taken as homesteads. The region is so attractive, that many settlers secured homes before the lands were surveyed, or offered for sale.

In addition to the richness of the soil, the abundance of pure water, and the attractive features of the landscape, is

the large area covered with timber, — not in unbroken forests, but standing in groves, easy of access. Here the settler may commence at once to turn the sod, enclose his field, and obtain from a neighboring grove his fencing-material and wood for his fire.

The attractions of this region have been highly praised by visitors. Capt. Pope of the United-States Topographical Engineers, in his report to government, thus speaks of the country in the vicinity of Ottertail Lake,—

"The whole region of country for fifty miles in all directions around this lake is among the most beautiful and fertile in the world. The fine scenery of lakes, and open groves of oak-timber, of winding streams connecting them, and beautifully-rolling country on all sides, renders this portion of Minnesota the garden-spot of the North-west. It is impossible, in a report of this character, to describe the feelings of admiration and astonishment with which we first beheld the charming country in the vicinity of this lake; and, were I to give expression to my own feelings and opinions in reference to it, I fear they would be considered the ravings of a visionary or an enthusiast."

Mr. Bayard Taylor, in a letter to the New-York *Tribune*, written July, 1871, thus describes his ride through this lake-region of the North-west, —

"Away we went over the long undulations of soil, past the glimmer of virgin lakes, through the unshorn gardens of the wilderness. Prairie-grass and western winds, blue sky and bluer waters, vast horizons and flying clouds, and wanton interchange of belted light and shadow, — they all filled us, if not with a new delight, yet with one which never grows stale from experience. The region resembles Southern Nebraska, which it fully equals in richness, and boasts the additional charm of its numberless little lakes, bright lovely tarns, generally with a timbered bluff on the northern side. All the most attractive situations are being rapidly claimed by settlers.

"Looking from the rise of the grassy waves far and wide over the land, we constantly saw the white speck of a tent or a hasty board-cabin on the timbered knolls or beside the half-hidden lakes. Like Kansas and Nebraska, ten years of settlement will give to North-western Minnesota the aspect of an old country."

The attractive features of Becker County are given in a letter to the New-York *Standard*, by an editorial excursionist who visited the Red-river Valley in company with Mr. Taylor. The writer says, —

"No description we can give will do justice to, or convey any adequate idea of the beauty, the park-like loveliness, of the scenery between the Buffalo River and Pelican Lake, — not that these points indicate any other limits than those of our journey: on the contrary, we are told that the same character pertains to the whole central section of North-western Minnesota, from the Mississippi River to the Lake of the Woods. We stopped to enjoy the scene, — a thousand hills gently sloping to valleys smooth and fair as an English lawn, or to clear, calm lakes blue as the sky above; wide ranges of woodland; solid masses of green in the distance, breaking near by into groves and groups of trees; splendid single oaks and elms standing out as sentinels in advance of the host; a rich, verdant vesture, deeper and brighter in color than our highest Eastern culture can produce, covering every opening; water everywhere stretching away like a placid river for miles and miles, or interrupted by projecting headlands and clusters of islets wooded from shore to crest; and over all the infinite arch of celestial azure of whose pure splendor the heart of man cannot elsewhere conceive. These be some hints of the elements that compose these loveliest of landscapes, — not grand nor romantic, but of that satisfying, peaceful beauty wherewith the best of our race delight to surround their homes. . . .

"A hundred lakes wind in and out among the hills, forming bold, thick-timbered headlands, — the finest sites imaginable for the farm-houses of a people intelligent and cultured to appreciate the wondrous favors Nature has here bestowed.

"A soil whose luxuriant products prove the richest fertility; an ample provision of oak and other timber growing in charming groves; lakes and streams affording frequent water-powers in every locality, — if Ceres herself should seek a home for prosperous agriculture, her choice might well be here."

Another editorial writer in the Springfield (Mass.) *Republican* says,—

"The lakes are numberless, and of all sizes, and have the most beautiful surroundings of oak-timbered rolling prairies that the eye ever rested upon. . . . The whole section of country hereabout is extremely fertile, has a wonderfully uniform climate for such a high latitude, is, for a prairie country, quite well wooded; and good water is easily obtained from springs and wells, and from the lakes by those who choose to use lake-water."

THE THIRD DIVISION

Comprises the land in the Red-river Valley, which has a width on the Minnesota side of from twenty to thirty miles, and on the Dakota side of from thirty to forty. The soil is wholly alluvial, — a dark loam abounding in organic matter,

twelve to twenty-five inches in depth, resting on a subsoil of gray marl, rich in lime and other elements that enter into the composition of grains and grasses.

Here the settler will find a field where great farms can be managed with corresponding profit; where furrows, unbroken by hillocks, hollows, ridges, or other obstructions, may be turned ten and even twenty miles between the streams tributary to the Red River, or between the river and the eastern boundary of the valley. To the eye, the valley seems to be perfectly level; but the descent towards the river is at the rate of ten feet to the mile, — sufficient for drainage. There are no lakes or ponds in the valley; but it is watered by the Buffalo River and its branches, the Wild Rice and other streams on the Minnesota side, and by the Sheyenne, Maple, Elm, and others on the Dakota side; while excellent water may be had by sinking wells fifteen to twenty-five feet below the surface. The ground is covered in summer with a heavy growth of grass, furnishing a vast area of fine pasturage, and where hay may be cut for winter use. The prairie-grass is very nutritious; and stock turned to pasture in April is fit for the market in midsummer.

The valley of the Red River is about three hundred and fifty miles long, and contains an area of about twenty thousand square miles of arable land, — a territory nearly as large as the States of Vermont and New Hampshire combined, or half as large as the State of Ohio. The Northern Pacific Railroad crosses it from east to west, about sixty miles from the southern boundary. Fort Abercrombie is situated on the Red River, about forty miles south of the line of the road. The farms that have been under cultivation at that point for several years produce, upon an average, thirty bushels of wheat to the acre. Thirty-five and even forty-five bushels have been harvested under favorable circumstances. Garden vegetables and all the cereals ripen in perfection at the Fort, and with a yield higher by several per cent than the average throughout the State.

The northern portion of the valley lies in the Province of Manitoba in British America. The characteristics of the soil of that region are set forth in a pamphlet prepared by the

clerk of the Province, which is approved by a joint committee of both houses of the Manitoba parliament, and from which the following extract is taken: —

"The soil is an alluvial, black, argillaceous mould, rich in organic deposits, and resting, for a depth of two to four feet, on a tenacious clay subsoil. The measures of heat are ample for the production and development of Indian corn. Wheat is the leading staple. Some fields have been known to produce twenty successive crops of wheat without fallow or manure, the yield frequently being fifty to sixty bushels to the acre. Forty bushels is set down as an average crop."

Winnipeg, the capital of Manitoba, is two hundred and thirty miles farther north than the line of the Northern Pacific Railroad. It is the concurrent testimony of all who have visited the Red-river Valley, that for the production of wheat, oats, barley, buckwheat, rye, potatoes, and garden vegetables, it is superior to any other equal area on the continent.

The editor of the Pittsburg *Commercial*, who visited the Red-river Valley in 1871, gives the following statement in regard to its resources: —

"There are about twenty thousand square miles of land unsurpassed for fertility. There is no perceptible difference in the quality of the soil, on either side of the river (Minnesota and Dakota); all of it being a rich black loam, dry, mellow, and easily cultivated. I think, that, on the banks of the river, it is a little richer than the rest; but all has rare fertility. According to the present mode of cultivation, no crop is produced or expected until the second year after breaking the prairie. A gentleman at Abercrombie is said to have produced forty-five bushels of wheat to the acre in his first year of sowing. Garden vegetables, including cucumbers, radishes, peas, beans, onions, and even watermelons, grow well in the gardens I saw on the way. The wild rose grows in the woodlands; and the garden of Bishop Tache, in St. Boniface, bloomed with beautiful flowers. Farming operations commence about the 10th of April, at Abercrombie, and from the 15th to the 20th at Winnipeg."

The fertility of the Red-river Valley is thus described by the editor of the Chicago *Advance*, in a letter written from Manitoba: —

"The same remarkable fertility that I mentioned last week as the great characteristic of the Red-river Valley appears here in data that cannot be disputed. Gov. Archibald told us of fields that had been cropped with

wheat for forty successive years, and which still yield from thirty to forty bushels to the acre. We *saw* those which were sown on the 15th of May, and reaped on the 1st of August. Oats, barley, and potatoes yield corresponding crops. The secret of this remarkable summer growth, aside from the fertility of the soil, lies in the length and warmth of the summer days. Though the nights were cool, during the week we were there, the mercury went up at mid-day, in the shade, to a hundred degrees. And not only are the days warm; but here on the fiftieth parallel they are several hours longer than with us. With such long days and warm days, growing crops *ought* to do good work. Essentially the same conditions exist for fifteen hundred miles farther up the great Saskatchawan Valley, which, if it had the population to till it, could raise wheat enough to feed the world."

WHEAT.

That Minnesota has a climate and soil peculiarly adapted to the production of wheat will be seen from the following statement: —

Years.	Bushels produced.	Average per acre.
1859	2,374,415	19
1860	5,101,432	22.05
1865	9,475,000	22.7
1866	7,921,442	14.46
1867	10,014,828	14.64
1868	15,381,022	17.9
1869	17,660,467	17.55

The valley of the Red River contains not far from thirteen million acres of the best wheat-lands on the continent, — an area large enough and sufficiently fertile to produce more wheat than is now raised in the United States; and this vast acreage, by the construction of the Northern Pacific Railroad, and the Pembina Branch of the St. Paul and Pacific, is now open to the agriculturist. Should the development of this fertile section be as rapid as the growth of the State has been between 1859 and 1869, the shipments of grain from Duluth at the close of the present decade probably will not be less than fifty million bushels per annum.

CORN.

Although Minnesota is not classed as a corn-growing State, the following statement will be conclusive evidence that the

summers are long enough for the cultivation of that grain : —

Year.	Area. — Acres.	Bushels.	Average.
1859	117,500	3,073,749	26.17
1860	80,782	3,143,577	35.67
1866	88,183	2,056,647	23.32
1867	100,648	3,216,010	31.95
1868	129,909	4,849,936	37.33
1869	147,587	4,519,120	30.62
1870	204,129	7,552,773	37.00

PRODUCTIVENESS OF THE SOIL.

Although the productiveness of Ottertail County, as has been seen, is greater than the average in Ohio and Iowa, yet the average for the State of Minnesota is much greater than that of Ottertail County. The following table exhibits, in bushels, the yield per acre of four of the principal crops for a series of years : —

Year.	Wheat.	Oats.	Corn.	Potatoes.
1859	19	33.9	26.66	115
1860	22.05	42.39	35.67	138
1865	22.70	43.25	36.80	139.24
1866	14.46	23.37	23.32	113.60
1867	14.64	34.54	31.19	101.30
1868	17.91	36.09	37.30	105.90
1869	17.55	39.74	30.62	74.70

At the American Institute Fair held in New York in 1871, at which nearly all of the Western States were represented, the products of Minnesota took the highest premium.

Every kind of grain and garden vegetable raised in New England, New York, Pennsylvania, Northern Indiana, Michigan, Northern Illinois, Iowa, and Wisconsin, may be raised upon the lands of the Northern Pacific Railroad.

AGRICULTURAL DEVELOPMENT.

The advance of agriculture in Minnesota will be seen from the following statement : —

Under cultivation in	Acres.
1850	1,900
1854	15,000
1860	556,250
1866	895,412
1867	1,092,593
1868	1,387,470
1869	1,619,456
1870	1,863,316

The area under cultivation at the present time, 1872, is probably two million three hundred thousand acres.

FRUIT.

The country has not been settled long enough along the line of the road to show its capabilities for the production of fruit; but at the Minneapolis Fair, held on Sept. 13, 1871, there were seventy varieties of apples on exhibition, of large size and excellent flavors, with Concord, Delaware, and Isabella grapes ripened to perfection in the open air. The wild grape is found along the Red River and its tributaries, from which we may believe that the hardy varieties may be successfully cultivated. Strawberries grow luxuriantly throughout the State, especially in the Red-river Valley.

Settlers should plant apple-seeds as soon as possible after getting upon their lands, and raise trees from the seed. Trees brought from more southern latitudes do not thrive well; but seedlings are thrifty and hardy, and excellent varieties may be obtained by careful selection.

Dwarf pears are successfully raised in the southern counties of the State, and with proper cultivation may be grown in the Red-river Valley.

TIMBER AND FUEL.

As has been already seen, the first and second divisions are well supplied with timber. The forest region reaches nearly to the Red-river Valley. There are two saw-mills already in operation at Brainerd, on the Mississippi, manufacturing fifty thousand feet of lumber per day; also a planing-mill and a sash-factory. Pine lumber may be had at stations along the

line of the road at about Minneapolis prices, — from sixteen dollars to eighteen dollars per thousand feet for common, twenty dollars for second-class, twenty-five dollars for first-class; shingles four dollars and a half per thousand.

There is sufficient wood along the Red River and its tributaries to supply settlers with fuel for the present; and there are exhaustless deposits of coal in Dakota, near the line of the railroad, and on the Missouri River, about two hundred miles west of Minnesota.

Upon the completion of the road to the Missouri River during the autumn of this present year, 1872, the coal of that region can be delivered at Moorhead and other stations, at a price not exceeding five dollars to six dollars per ton. Anthracite coal from Pennsylvania, taken to Duluth as ballast by vessels engaged in the grain-trade, can be put down at Moorhead at a cost not exceeding ten dollars or twelve dollars per ton, and the bituminous coal of Ohio and Indiana at a less price; but, with a coal-field in Dakota many times larger than that of New York and Pennsylvania, there will always be an abundance of cheap fuel in the Red-river Valley.

MARKETS.

One of the most important things to be considered by those who are seeking homes is cheap transportation for their farm-products. Grain can be carried at a much lower rate by water than by rail; and fertile lands situated near lake-ports are therefore more valuable than those of equal fertility located farther away from water-carriage. Lands in Northern Illinois, Southern Wisconsin, and Eastern Iowa, along the lines of railways, have become very valuable, because the farmers are so near to Chicago and Milwaukee, from whence their grain is shipped by steamers and sailing-vessels to the East. Lands, which, ten years ago, were worth from three dollars to ten dollars per acre, are now worth from fifteen dollars to fifty dollars. That there will be a corresponding increase in the value of the lands along the line of the Northern Pacific Railroad in Minnesota must be plain to every one who examines the subject; for grain is shipped just as cheaply from

Duluth to Buffalo, Oswego, and Ogdensburg, and other Eastern lake-ports, as from Chicago or Milwaukee. The Boston colonists who are rearing their homes on the shores of the beautiful Detroit Lake in Minnesota can ship their grain to market at as low rates as the farmers who live at Dubuque, a hundred and eighty-eight miles from Chicago. The colonists who have settled in the Red-river Valley are receiving as much per bushel for their wheat as the farmers around Davenport, the largest city of Iowa, or in the vicinity of Springfield in Central Illinois. With cheap transportation, with a soil as fertile as the most favored sections of the Western States, with towns and cities rising as they have risen over Wisconsin and Iowa, there must be, as there has been in those States, a corresponding increase in the value of land; and the settler who secures a farm of a hundred and sixty acres now may be sure of an advance of several hundred per cent for his investment a few years hence.

CLIMATE.

The climate of Central Minnesota in winter is very much like that of Maine, New Hampshire, Northern New York, Canada, Michigan, and Wisconsin, with this exception, — that there is less moisture in the atmosphere. The mercury frequently goes below zero in Minnesota, as it does in New England and New York; but the snow-fall is usually less than in the eastern and northern portions of the Middle States. The mean winter temperature of the State is 16°.1, an average about 4° lower than in New Hampshire, Vermont, and Northern New York.

The average summer temperature is 70°.6, and coincides with that of Central Pennsylvania and New Jersey. The mean yearly temperature is 44°.6, and corresponds with that of Wisconsin, Michigan, Central New York, Vermont, and New Hampshire. The summers are like those of Central Pennsylvania and Ohio; the winters like those of New England and Canada. Spring opens about the same time that it does in New England. The first frosts occur about the 10th of September; but the streams do not freeze till the last of November.

Rev. Horace Bushnell, D.D., of Hartford, Conn., who passed a winter in Minnesota for his health, writes thus of the climate: —

"The winter climate is intensely cold, and yet so dry and clear and still, for the most part, as to create no very great suffering. One who is properly dressed finds the climate much more agreeable than the amphibious, half-fluid, half-sloppy, grave-like chill of the East. Real snow-storms are rare: there were none last winter. A little more snow, to make better sleighing, would be an improvement. As to rain in winter, it is almost unknown. There was not a drop of it last winter from the latter part of October to the middle or about the middle of March, except a slight drizzle on Thanksgiving Day."

The railroads in Minnesota are not usually impeded by drifting snows more than those of the Middle and Eastern States.

HEALTH.

The air of Minnesota is very clear, pure, and bracing. There are many people living in the State who formerly were threatened with consumption, but who, in their new homes, enjoy perfect health. Upon this subject, Hon. Alexander Ramsey of the United-States Senate says, —

"Within the past few years, Minnesota has been a popular resort of invalids afflicted with diseases of the throat and lungs; and physicians who formerly sent their patients to languish among the perennial flowers of some soft southern sky now generally agree in prescribing the more elastic and invigorating air of the far North-western States as the most efficacious of inhalants. *Dry* air is a non-conductor of heat, like a garment of wool. The *dry* cold winter air stimulates the appetite and digestion: it quickens the circulation, and imparts elastic vigor and joyous exhilaration to body and mind. It gives their full effect to all the invigorating influences of a northern climate in building up the wasted strength of the body, freed from the injurious counter-influences of a damp atmosphere. I suppose it is owing partly to the same cause, that the scourge, fever and ague, is unknown in Minnesota."

Rev. H. A. Boardman, D.D., of Philadelphia, says, —

"In the stores and shops, on the streets and by the firesides, it is an every-day experience to meet with residents who came to Minnesota one, two, five, or ten years ago for their health, and, having regained it, decided to remain. I have talked with some, who, having recovered, went away twice over, and

then made up their minds, that, to live at all, they must live here. The common mistake with consumptives is, that they defer coming until too late. Every train brings its quota of invalids; and among them there are apt to be some whom no skill but that of the Great Physician could relieve. Far better if they had staid at home to 'die among their kindred.' But, on the other hand, there are witnesses here, by the hundred, to testify to the healing virtue of this climate in the incipient stages of pulmonary disease."

Dr. Bushnell gives the following testimony: —

"I went to Minnesota early in July, and remained till the latter part of the May following. I had spent a year in Cuba without benefit. I had spent also nearly a year in California, making a gain in the dry season, and a partial loss in the wet season, returning, however, sufficiently improved to resume my labors. Breaking down again from this only partial recovery, I made the experiment now of Minnesota; and submitting myself, on returning, to a very rigid examination by a physician who did not know at all what verdict had been passed by other physicians before, he said, in accordance with their opinions, 'You have had a difficulty in your right lung; but it is healed.'"

It is a country where there are streams of pure water, and a dry atmosphere during the autumn and winter months; as a consequence, fever and ague, and kindred malarial diseases, are unknown. It may be classed as one of the most healthful climates of the world.

EDUCATION.

In every township throughout the State, two sections of land, numbered 16 and 36, are set aside for school-purposes. It is estimated that these lands will amount to two million nine hundred thousand acres. About one-eighth of the school-lands have already been sold; and the fund now amounts to $2,476,220, which is exceeded only by the school-funds of Massachusetts, New York, and Ohio. The interest of this fund, together with the proceeds of annual sales of grass and lumber from lands held by the State, and a two-mill tax on property, is sufficient to make the common schools of Minnesota equal to those of any other Western State. Three normal schools are in operation, — located at Winona, Mankato, and St. Cloud, — which, together with the State University at St. Anthony, Carleton

College at Northfield, and several high schools, furnish excellent opportunities to those desirous of full courses of instruction.

RAILROAD FACILITIES.

Those colonists and settlers who build their homes along the line of the Northern Pacific Railroad will be exempt from the heavy taxes to which many new communities in the West are subjected, — taxes imposed to secure the construction of railroads. In Michigan, Wisconsin, Illinois, and Iowa, great liabilities have been incurred by the issuing of town and county bonds for such purposes; but a glance at the accompanying map will make it plain that no such burdens will be imposed upon those who secure homes in Central Minnesota or in the Red-river Valley. By the St. Paul and Pacific (from St. Cloud to Brainerd) and by the Pembina Branch of the same road (from St. Cloud to Pembina), which crosses the Northern Pacific in the Red-river Valley, the settlers on these lands will have communication with Minneapolis and St. Paul, — the manufacturing and commercial centres of the north-west, — and with the great network of railroads radiating from those cities.

With railways already constructed, with a gently-rolling country, with a soil admirably adapted for the making of smooth highways, with so large a fund for school-purposes, the rate of taxation will be far less than in most new communities.

COLONIES.

Settlers will find it greatly to their advantage to go in colonies. Fifty or a hundred persons combining may secure, on favorable terms, all the land held by the railroad company in a township. The colony system is calculated to supply the needs of all members of the community; to furnish employment to every industry. Wherever a colony is established, there will be found near its centre the blacksmith, shoemaker, carpenter, mason, storekeeper, the post-office, the school-house, the Sunday school, the church; and the farmers will find a market for their grain at the railroad station. A hundred or

more families uniting to form a community may insure every thing that goes to make up the sum of civilization at once, — good government, good neighbors, morality, security to property, comfort, and prosperity.

The Boston colony at Detroit Lake, in township 139, range 41, established in 1871, before the track had reached their township, is an illustration in point. Each member of the colony took one hundred and sixty acres of government land under the Homestead Act, and through a committee secured all the land belonging to the railroad at favorable rates and on easy terms of payment. The occupation of one-half of the land in the township has given an increased value not only to all the intermediate sections purchased from the railroad, but to their own homesteads.

In the vicinity of Detroit Lake there is a large body of hard wood — oak, ash, elm, maple, and birch — suitable for the manufacture of ploughs, reapers, mowers, wagons, and furniture of every description. Being situated so near the prairie-region, where there is a scarcity of timber for manufacturing purposes, this forest-growth must ultimately be of great value.

The Red-river Colony, in Clay County, is located in the valley of the Red River, and on its eastern border. The lands selected by the colonists are watered by the Buffalo, South Buffalo, Hay Creek, and numerous small lakes. The soil is deep and fertile, and yields a large crop of grass. The Buffalo is fringed with timber, and furnishes several mill-sites. So attractive are the lands along this stream, that nearly all the wooded sections were occupied in 1871 by enterprising settlers before the surveys were completed by the United-States surveyors. The towns of Hawley and Glyndon are both within the limits of the land selected by the colonists. Glyndon is at the junction of the Northern Pacific with the Pembina Branch of the St. Paul and Pacific Railroad. The town was located in May, 1872, and gives promise of being one of the most important points in North-western Minnesota. Several hundred families have signified their intention of locating in the vicinity during the present year.

SOLDIERS' COLONIES.

The recent modification of the Homestead Law in favor of soldiers and sailors, reducing the time of occupation before obtaining a title, coupled with the fact that the Northern Pacific Railroad Company offers very liberal terms, with long time for payment, will doubtless induce thousands of veterans of the late war to secure homes in this fertile and inviting section of Minnesota. Lands which may be obtained by a residence of twelve or twenty-four months will soon be worth from ten to thirty dollars per acre, according to their fertility, and nearness to railroad stations.

Soldiers residing in the same community, or formerly members of the same command, can, by uniting, reap all the benefits of the new law and of the colony system combined. They will also have this marked advantage over ordinary colonists, that they can, after organizing, send out an agent or committee to examine different sections, select a location, and enter a homestead for each member of the colony; the members themselves having six months' time, after the entry by the agent, before settling on and improving their homesteads.

WHEN TO SETTLE.

Settlers should be on the ground, if possible, in the month of June, that they may have time to break up a portion of their lands for the next year. The prairie-sod *must be broken in June or July*, when the grass-roots are filled with juice, to secure a thorough rotting of the turf. If turned early in June, potatoes and corn may be planted on the sod, and the yield will be about half a crop; but the ground will be in better condition for the succeeding year if nothing is planted upon the turf. In the following spring, the ground should be thoroughly harrowed, and the wheat drilled in, or sown broadcast. If sown in May, it will be ready for the reaper early in August; and, as soon as it is taken off, ploughing may commence for the next year's crop.

Four oxen are needed to drag a plough turning a fourteen-inch furrow. Many settlers prefer oxen to horses for the first ploughing, inasmuch as they will work throughout the summer

without grain, keeping in good flesh upon the prairie-grass; while horses will need their daily allowance of grain. But for all farm-purposes other than this, horses are much more serviceable than oxen. The cost per acre for breaking is from three to four dollars.

STOCK-RAISING.

These lands are admirably adapted to the raising of stock. The grasses are nutritious and luxuriant. Shelter and feeding in winter will be needed, as in the Eastern and Middle States; but a great amount of hay may be cut upon the prairies for that purpose at a cost of about three dollars a ton. Sheep thrive through all this section, and are not subject to foot-rot and other diseases prevalent in Ohio and Illinois, where the water is less pure, and the climate has a greater dampness. Sheep are adapted by nature to withstand cold; but they will not thrive in a drizzly winter or a hot summer climate; nor will they drink the water of muddy streams. Wool-growing in Minnesota has already become very profitable. The farmers find a market at Minneapolis, where there is a large manufactory of blankets, flannels, and other goods, which are already known as equal to any manufactured in the country.

PRICE OF LAND.

The Railroad Company is entitled to ten alternate sections per mile on each side of the road in the State of Minnesota; making twenty sections to the mile, or twelve thousand eight hundred acres. The charter provides, that, if any portion of the land within the distance of twenty miles of the line shall have been already taken, the Company shall have the privilege of making up the deficiency beyond that limit to the distance of forty miles from the line of the road. In the map accompanying this pamphlet, the twenty-mile limit is seen in the shaded portion. The lands near the line have been mostly appraised and graded according to their fertility, quality of soil, and proximity to railroad stations, and will be offered at exceedingly low prices, and on the following terms: —

TERMS OF SALE.

Payment for all lands (excepting timber-lands) may be made: —

Ten (10) per cent in Cash.
Ten (10) per cent in One Year.
Ten (10) per cent in Two Years.
Ten (10) per cent in Three Years.
Fifteen (15) per cent in Four Years.
Fifteen (15) per cent in Five Years.
Fifteen (15) per cent in Six Years.
Fifteen (15) per cent in Seven Years.

The rate of interest on the deferred payments will be seven 7) per cent per annum, payable annually.

The Company will also take their own bonds in payment, allowing the purchaser *a premium of ten per cent.* These bonds bear $7\frac{3}{10}$ interest in gold, are at present sold at par, and are secured by a first mortgage on all the lands and all the property and the franchise of the Company.

On the supposition that a settler purchases eighty acres of land on the 1st of June, 1872, at five dollars per acre, paying for it in instalments, his payments, with his interest account, would be as follows: —

	Years.		Principal.	Interest.	Amount each year.
June 1,	1872	10 per cent	$40		$40.00
"	1873	"	40	$25.20	65.20
"	1874	"	40	22.40	62.40
"	1875	"	40	19.60	59.60
"	1876	15 per cent	60	16.80	76.80
"	1877	"	60	12.60	72.60
"	1878	"	60	8.40	68.40
"	1879	"	60	4.20	64.20
	Total		$400	$109.20	$509.20

Plans and descriptive notes of all the appraised lands will be found in the Company's offices at St. Paul.

The Company will have agents at all important stations to give full information to settlers, and to assist them in finding desirable locations. The charter forbids the sale of any lands while the road is under construction at less than the government price, $2.50 per acre. The prices will vary for agri-

cultural lands, from $2.50 to about $7 or $8, according to location and quality. The average price will be about $5 per acre; which will be $1.23 less than the price paid for school-lands throughout the State, which have averaged $6.23 per acre.

OUTFIT.

Settlers will be able to obtain all implements for the farm at the prominent stations on the line of the road, — ploughs, harrows, drills, reapers, mowers, rakes, wagons, harnesses, and tools of all kinds. All articles of household furniture, — stoves, iron, wood and tin ware, bedsteads, chairs, tables, bureaus, bedding, — ready-made clothing, groceries, and dry-goods of every description, may be obtained at the stores already established at Duluth, Brainerd, Detroit Lake, and Moorhead. The colonist from an Eastern State will find it to his advantage to take no bulky articles to his new home, as every thing necessary for the farm and the house may be obtained on the spot at reasonable rates.

Cheap freights can be had from all the principal places east by the lakes during the summer months. In all cases, it is best to send by a despatch company. Freight may be shipped from Boston and all points in the New-England States, and from New York and Cleveland, by the several despatch companies, in connection with the Vermont Central Railroad, to Sarnia and Duluth; from New York over the Erie and Central Railways, and by the Union Steamboat Company from Buffalo, Cleveland, and Detroit, to Duluth; from New York and Philadelphia over the Pennsylvania Central Road; and by the Atlantic and Duluth line of steamers from Erie, Cleveland, and Detroit, to Duluth.

FREE TRANSPORTATION FOR SETTLERS.

Settlers purchasing forty acres or more of the Company's lands in Minnesota are allowed free transportation for themselves, their wives, and children, over the Northern Pacific Railroad, when going to settle upon the lands purchased.

Arrangements have been made by which parties of five or more, whether purchasing the Company's lands or settling on

government lands, can obtain reduced rates of fare from all principal points east.

ACCOMMODATIONS.

Capacious and comfortable reception-houses are erected at Duluth, Brainerd, and Glyndon. Others will be built if needed. These houses are fitted up with cooking-stoves, washing conveniences, and beds, and are to be used while emigrants are looking about for farms. They are large enough for the accommodation of several hundred persons at a time, and will be under the charge of competent superintendents. Families will have an opportunity to do their own cooking and washing; and no charge will be made for the privileges of the house. Provisions will be furnished at cost. There will be a hospital attached to each establishment.

Settlers can remain in these buildings while on their way to their own lands, without the expense they would otherwise be subjected to if compelled to stop at hotels.

HOW TO SECURE GOVERNMENT LANDS.

HOMESTEAD ENTRY.

Under the Homestead Law, any person twenty-one years of age, or the head of a family, a citizen of the United States, or who shall have filed a declaration to become such, who has never borne arms against the government, or given aid to its enemies, is entitled to enter one hundred and sixty acres of land, without cost, except the fees hereinafter stated. After five years' residence and improvement, the government gives a free title. Unmarried women and widows are entitled to the privileges and subject to the conditions of this law. *Within the limits of the Railroad Land Grant*, the homestead privilege is restricted to eighty acres instead of one hundred and sixty; lands within these limits being considered worth twice as much as lands outside. The land grant, as stated elsewhere, extends twenty miles from the line of the railroad, on each side.

SOLDIERS AND SAILORS.

By the act of Congress of July 15, 1870, soldiers, sailors, and officers, who served ninety days during the Rebellion, and have remained loyal, are *exempted* from the restriction above noted, and may enter under the Homestead Act the full area of one hundred and sixty acres within railroad limits.

PRE-EMPTION

Under the Pre-emption Law, persons entitled to the privileges of the Homestead Law may acquire the right to purchase one hundred and sixty acres of government land, whether within railroad limits or not, by filing a declaration that he or she has settled upon and claims the same. Within railroad limits, the government price is two dollars and half per acre: outside of such limits, the price is one dollar and a quarter. Pre-emptors are required to remain upon and improve the lands for six months. Taking of lands under the Pre-emption Law does not prevent entry under the Homestead Law afterwards. The same person may enjoy all the privileges of both laws. A homestead entry may be changed to a pre-emption claim, after six months' residence, and a title obtained at once upon the payment of two dollars and a half per acre.

FEES AND COMMISSIONS

for homesteads, when the entry is made, are to be paid as follows: —

IN MINNESOTA.

					Fees.	Comm'n.	Total.
Acres,	160	outside	railroad	limits	$10 00	$4 00	$14 00
"	80	"	"	"	5 00	2 00	7 00
"	40	"	"	"	5 00	1 00	6 00
"	160	within	"	"	20 00	8 00	28 00
"	80	"	"	"	10 00	4 00	14 00
"	40	"	"	"	5 00	2 00	7 00

FREE HOMES FOR SOLDIERS AND SAILORS.

THE NEW LAW.

By act of Congress passed April, 1872, the law in regard to soldiers' homesteads is so amended, that, instead of a resi-

dence of five years, a residence of *from twelve to twenty months* will entitle a soldier to a homestead of a hundred and sixty acres within railroad limits.

The law has the following provisions: —

1. The homestead may be located six months before the commencement of improvements.

2. The time which the soldier or sailor may have served in the army shall be deducted from the five years' occupancy required under former acts.

3. The widow (if unmarried) of any soldier, who, if living, would be entitled to a homestead, is also entitled to the benefit of the act: if she has died or has married again, the minor children of the deceased soldier, through their guardian, shall be entitled to the benefit of the act, subject to the required settlement and improvement. If the soldier died during his term of service, the whole period of his enlistment is to be deducted from the five years.

4. The entry or location may be made by an agent, which shall hold for six months, when improvements must be commenced by the soldier in person.

There are other provisions, as will be seen by a perusal of the act: —

Be it enacted by the Senate and the House of Representatives of the United States of America in Congress assembled, That every private soldier and officer who has served in the Army of the United States during the recent Rebellion for ninety days or more, and who was honorably discharged, and has remained loyal to the government, including the troops mustered into the service of the United States by virtue of the third section of an act entitled "An Act making Appropriations for completing the Defences of Washington, and for Other Purposes," approved Feb. 13, 1862, and every seaman, marine, and officer who has served in the Navy of the United States, or in the Marine Corps, during the Rebellion, for ninety days, and who was honorably discharged, and has remained loyal to the government, shall, on compliance with provisions of an act entitled "An Act to secure Homesteads to Actual Settlers on the Public Domain," and the acts amendatory thereof, as hereinafter modified, be entitled to enter upon and receive patents for a quantity of public lands (not mineral) not exceeding a hundred and sixty acres, or one quarter section, to be taken in compact form according to legal subdivisions, including the alternate reserved sections of public lands along the line of any railroad or other public work, not otherwise reserved or appropriated, and other lands subject to entry under

the homestead laws of the United States: *Provided*, That said homestead settler shall be allowed six months after locating his homestead, within which to commence his settlement and improvement: *And provided also*, That the time which the homestead settler shall have served in the Army, Navy, or Marine Corps, aforesaid, shall be deducted from the time heretofore required to perfect title, or, if discharged on account of wounds received or disability incurred in the line of duty, then the term of enlistment shall be deducted from the time heretofore required to perfect title, without reference to the length of time he may have served: *Provided, however*, That no patent shall issue to any homestead settler who has not resided upon, improved, and cultivated his said homestead, for a period of at least one year after he shall commence his improvements as aforesaid.

SECT. 2. — That any person entitled under the provisions of the foregoing section to enter a homestead, who may have heretofore entered, under the homestead laws, a quantity of land less than a hundred and sixty acres, shall be permitted to enter, under the provisions of this act, so much land as, when added to the quantity previously entered, shall not exceed a hundred and sixty acres.

SECT. 3. — That, in the case of the death of any person who would be entitled to a homestead under the provisions of the first section of this act, his widow, if unmarried, or, in case of her death or marriage, then his minor orphan-children, by a guardian duly appointed and officially accredited at the Department of the Interior, shall be entitled to all the benefits enumerated in this act, subject to all the provisions as to settlement and improvements therein contained: *Provided*, That, if such person died during his term of enlistment, the whole term of his enlistment shall be deducted from the time heretofore required to perfect the title.

SECT. 4. — That where a party, at the date of his entry of a tract of land under the homestead laws, or subsequently thereto, was actually enlisted and employed in the Army or Navy of the United States, his services therein shall, in the administration of said homestead laws, be construed to be equivalent, to all intents and purposes, to a residence for the same length of time upon the tract so entered: *Provided*, That if his entry has been cancelled by reason of his absence from said tract while in the military or naval service of the United States, and such tract has not been disposed of, his entry shall be restored and confirmed: *And provided further*, That, if such tract has been disposed of, said party may enter another tract subject to entry under said laws; and his right to a patent therefor shall be determined by the proofs touching his residence and cultivation of the first tract, and his absence therefrom in such service.

SECT. 5. — That any soldier, sailor, marine, officer, or other person coming within the provisions of this act may, as well by an agent as in person, enter upon said homestead: *Provided*, That said claimant in person shall, within the time prescribed, commence settlement and improvements on the same, and thereafter fulfil all the requirements of this act.

SECT. 6. — That the Commissioner of the General Land Office shall have

authority to make all needful rules and regulations to carry into effect the provisions of this act.

By this act, any soldiers who have not already taken a homestead may secure the rich wheat-lands, supplied with wood and water, and near to lake transportation, along the line of the Northern Pacific Railroad.

HOMESTEAD EXEMPTION.

A liberal law has been passed by the Minnesota legislature in relation to homestead exemption. The provisions of the act are as follows: —

"That a homestead consisting of any quantity of land not exceeding eighty acres, and the dwelling-house thereon and its appurtenances, to be selected by the owner thereof, and not included in any incorporated town, city, or village, or instead thereof, at the option of the owner, a quantity of land not exceeding in amount one lot, being within an incorporated town, city, or village, and the dwelling-house thereon, and its appurtenances, owned and occupied by any resident of this State, shall not be subject to attachment, levy, or sale upon any execution, or any other process issuing out of any court within this State. This section shall be deemed and construed to exempt such homestead in the manner aforesaid, during the time it shall be occupied by the widow or minor child or children of any deceased person who was, when living, entitled to the benefits of this act."

There is also a liberal exemption from attachment by process of law on personal property, exempting the family Bible, pictures, school-books, musical instruments, church-pew, cemetery-lot, all wearing-apparel, beds, stoves, and furniture, not exceeding five hundred dollars in value; also a certain number of cows, sheep, and working-team, with a year's food for the same; a wagon, sleigh, and farming-implements, not exceeding one hundred dollars in value; also a year's supply of family provisions or growing crops, and fuel, and seed-grain not exceeding fifty bushels of wheat, fifty of oats, five of potatoes, and one of corn; also mechanics' or miners' tools, with four hundred dollars' worth of stock-in-trade, and the library and implements of professional men.

COST OF A HOUSE.

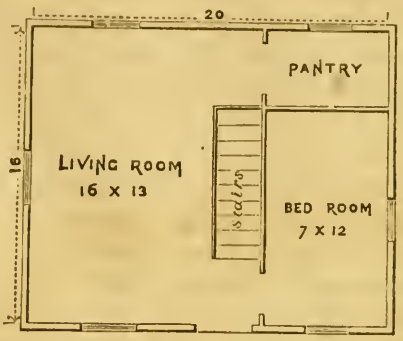
Seasoned lumber from Brainerd and Minneapolis may be purchased in those places of the manufacturers, who will deliver it at any station; or it may be had of dealers at Detroit Lake, Oak Lake, Glyndon, Moorhead, and other stations on the Northern Pacific Road. A settler who can use a saw, axe, and hammer, may build himself a comfortable dwelling in a very short time. Where lumber can be obtained for sixteen or twenty dollars per thousand, it will be much cheaper to build a board house than one of logs, as there will be a great saving of time and labor.

A house containing one room 14 x 16 feet will require about fifteen hundred feet of lumber for its construction. Such a house, with sheathing-paper, shingled roof, door, two windows, and double floors, can be built for about a hundred dollars, and would be warm in winter.

A very comfortable house, large enough for a family of several persons, may be built at a cost of about two hundred dollars. It would be 16 x 20 feet inside; contain a living-room 13 x 16, bedroom 7 x 12, pantry 4 x 7 on the ground-floor, with stairs leading to the attic. The studding would be twelve feet from the sills to the eaves; the lower story eight feet. Four feet above, with a sloping roof, will give an attic large enough for good sleeping-accommodations. The house would need five windows, one outside and two inside doors. The items of expense would be, approximately, as follows: —

4,000 feet common lumber at $20	$80.00
4,000 No. 2 shingles at $4	16.00
Nails	10.00
Sheathing-paper	20.00
Doors and windows	18.00
Labor	30.00
	$174.00
Twenty per cent for contingencies	34.80
Total	$208.80

The following diagram shows the arrangement of the interior of the house : —



PLAN.—SCALE 3-16 OF AN INCH TO THE FOOT

The front elevation will be seen in the cut below. The eaves should project a foot or more to carry the rain from the sides of the building. Tile chimneys can be purchased at St. Paul and Minneapolis, and doubtless will be for sale by the

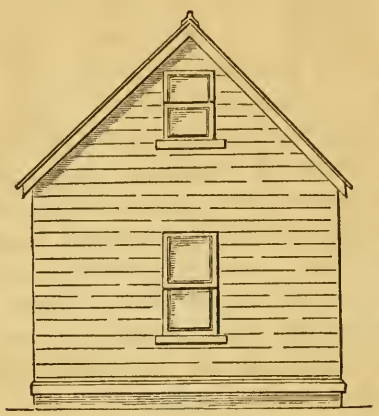


FRONT ELEVATION.

merchants at all the principal stations. Until brick or ready-made chimneys can be obtained, a joint of stove-pipe will serve instead, only great care should be taken to protect the surrounding wood from taking fire.

The plan is drawn on a scale of three-sixteenths of an inch to the foot: so that a settler with the plan before him may make his own calculations, and be his own joiner.

The house should front toward the south or east. The prevailing winds in Minnesota are from the west and south-west. Easterly storms do not often occur. With a southern or eastern exposure, the sun during winter will be felt in both the living and sleeping rooms. In building the house, oaken posts at each corner, three feet in length and eight or ten inches in diameter, should be sunk into the ground nearly



END ELEVATION.

their full length, and the sills spiked firmly to them. This, with proper bracing, will give sufficient firmness to the structure against the winds. In the fall, it should be well banked with straw or earth.

With battened walls and sheathing-paper, such a house is very warm, and will give good accommodations till the owner is in circumstances to replace it with one of more ample dimensions. The walls of the cellar may be protected by timber until stone or brick can be readily obtained.

READY-MADE HOUSES.

At Brainerd, ready-made houses of various sizes may be had of a manufacturing company, which may be ordered in

advance, costing from one hundred dollars to five hundred dollars. They are strongly built, have good frames, matched floors and roof, tongued and grooved ceilings, with windows, doors, sash, and chimney.

It is expected that this manufacturing company will be prepared, during the year, to supply settlers with brick at a price not exceeding eight dollars to ten dollars per thousand at the kiln.

FARM-IMPLEMENTS AND TEAMS.

It should be the aim of every settler to get a few acres of land ploughed in June or July, in order to put in a crop next spring. A team of four oxen or horses will turn two acres of sod per day. Twenty acres of land broken this summer, requiring ten days' labor, will enable the settler to harvest, probably, three hundred bushels of grain, besides potatoes, corn, and other products, next year, if the season be propitious. Even house-building should be put aside to accomplish that end. A tent or a covered wagon will give good shelter during the summer in the delightful climate of Minnesota. There will be time enough to build a house after it is too late to plough. Settlers, by "changing work," can save considerable outlay the first year.

A man owning a yoke of oxen and a plough can unite with a neighbor, and make up a team for ploughing. The first year will be mostly devoted to getting ready for the next. No drill, reaper, or thresher will be needed for a twelvemonth. A yoke of oxen or a span of horses, a wagon, plough, harrow, shovel, hoe, axe, chains, and a grindstone are the main implements needed the first season. For the second season, a seed-plough, a drill, combined reaper and mower, and a rake must be added. Two or three farmers may unite and own the implements in common while getting started.

ANSWERS TO INQUIRIES.

What are the rates of fare from Boston and New York to the Red River?

Where parties of five or more go in company, settlers will

obtain from the different railroads from twenty to thirty per cent discount from regular rates. Full information on this point can be obtained at the principal railway ticket-offices in the cities. As elsewhere stated, all persons who purchase lands of the Company may obtain free tickets over the Northern Pacific Road when going to settle.

What is the lowest estimate of expenses and outlay for the first year?

The expense for a man who leaves his family behind till he can get started will be, approximately, as follows: —

Yoke of oxen	$125.00
Wagon	75.00
Plough	25.00
House with one room	100.00
Stove	25.00
Chains, axe, shovel, grindstone, &c	25.00
	$375.00

Living will cost about $3 per week.

Persons who can command from five hundred to a thousand dollars can begin under *very favorable auspices* by settling on government land, or by purchasing of the Company, and paying in instalments.

What are the chances for employment?

During the present year, 1872, from five to six thousand men will be needed on the construction of the Northern Pacific Road in Dakota, and on the St. Paul and Pacific in the Red-river Valley. Many carpenters, blacksmiths, shoemakers, tinware manufacturers, masons, and day-laborers will find employment; but clerks and book-keepers will not be needed.

When is the best time to go to Minnesota?

Those settlers who intend to engage in farming should go in May or June, and plough as much as possible before the end of July.

Are there any mills along the line of the railroad?

There are saw and planing mills at Brainerd, also at the

crossing of the Ottertail River, and a saw-mill at Fort Abercrombie. Saw and grist mills probably will be established during the present summer at Detroit Lake and Glyndon.

Do the Indians give settlers any trouble?

There are only a few Indians in Minnesota, — the Chippewas, — and they have always been friendly: they are now on reservations, living in houses, and cultivating the land. They are not troublesome.

Which is the best section for raising stock?

The entire region between Leaf River and the Red River is alike adapted to stock-raising and grain-growing.

What does it cost to fence land?

From Lake Superior to Lakeside Station, nearly every section of land has sufficient timber for farm-purposes; and the cost will be wholly one of labor. In the vicinity of Detroit Lake there is an abundance of tamarack, suitable for fencing, which can be delivered by rail, in the Red-river Valley, at a cost not exceeding seventy-five cents to the rod, including labor in cutting, freight on the cars, and building.

Shall I take my family with me, and move to Minnesota before providing a home?

Many immigrants from Illinois, Wisconsin, Iowa, and other Western States, having sold their old homes, start with their families in search of new ones. They pack their furniture in a canvas-covered wagon, take their flocks and herds, their cooking utensils and provisions with them, and live by the way. They sleep in their wagon, or beneath it, and travel till they find a locality that suits them. From May till October, a family may thus travel, and experience no great hardship. But the settlers who go by rail will be differently situated. They may take their families with them, and find temporary accommodations in the reception-houses; but, if their families are conveniently located, it may be better to leave them behind until a selection is made and a shelter erected.

Can wagons, ready made, be purchased along the line of the Northern Pacific Railroad?

There are several wagon manufactories in the State, — at Minneapolis, St. Paul, and other places; and the manufacturers usually have agencies at all the principal railroad stations. The Michigan manufacturers also have agencies throughout the State.

Can ploughs, reapers, rakes, and other agricultural implements, be obtained along the line of the road?

Nearly all of the Eastern manufacturers of agricultural implements have general agents in the State, and sub-agents at all the principal railroad-stations. Settlers will be able to purchase farming-implements of every description.

Can household furniture be obtained? and is there a supply of food for the present season?

All articles necessary for housekeeping — stoves, tables, chairs, beds, &c. — may be obtained at stores already established. Settlers having bedding will do well to take it with them. Beef, pork, flour, potatoes, and other provisions may be purchased at the stores, or of the farmers of Ottertail, Becker, Douglas, Wilkin, and other counties already partially settled.

If a settler goes to Minnesota this season, will he be able to raise food enough for himself and family through the year?

If he makes his location by the middle or even during the month of June, he may plant potatoes, sow turnips, and be very sure of obtaining good crops. Early varieties of corn may be planted, with the prospect of a fair yield. After the furrow is turned, it may be planted by chopping a place with a single stroke of a hatchet, dropping the corn in, and pressing it down with the foot. Squashes, pumpkins, and melons grow on the sod. Beans also may be grown on the turf. By using early varieties of seed, an abundant supply of these articles of food may be raised for the use of a family.

Can brick, stone, and lime be obtained along the line of the Northern Pacific Railroad?

Clay of superior quality may be obtained at many points. In the division east of the Mississippi, along the Crow's Wing, at Detroit Lake, Audubon, on the banks of the Buffalo, are clay formations, with wood near at hand, for the manufacture of brick. Near the junction of the Northern Pacific with the Lake Superior and Mississippi Railroad, there is an extensive slate formation, where the rock can be easily quarried. At several points along the Mississippi River are granite ledges. At Sauk Rapids, near St. Cloud, an extensive quarry has been opened; and, upon the completion of the Brainerd Branch of the St. Paul and Pacific, stone from that quarry can be transported to any point on the line of the Northern Pacific. Building-stone may be obtained from the Leaf Hills, near Perham Station. Large bowlders are found near Hawley, on the eastern edge of the Red-river Valley, from which suitable stone may be obtained for the foundations of buildings.

Between Detroit Lake and Hawley there are bowlders of limestone, which might be burned; but lime can be obtained from Minneapolis at cheap rates.

Upon the completion of the road to the coal-field of Dakota, brick-making can be carried on at many points along the line of the road.

INDUCEMENTS TO COLONISTS.

Attention is invited to the following summary of facts in regard to these lands in Central and Western Minnesota: —

They are acknowledged to be better adapted to the cultivation of wheat than any other section of the continent.

They produce as much grain per acre as the best lands of Ohio, Indiana, Michigan, Illinois, Wisconsin, Iowa, Kansas, or Nebraska.

They are also adapted to the production of oats, rye, barley, potatoes, and garden vegetables, and produce more than the averages of those States.

They are supplied with a great variety of timber; and lumber is much cheaper than in most of the Western States. Set-

tlers will have a supply of wood and coal, and may always count upon having cheap fuel.

They are watered by running streams, lakes, and ponds of the purest water; and farmers will never need artesian wells, or be dependent on irrigation.

They are located in a healthful climate, where fever and ague and other malarial diseases are unknown.

They are as well adapted to the raising of stock as to the cultivation of grain.

They are on a line of railway already constructed: consequently settlers will never be called upon to pay taxes, or to bond their towns, cities, and counties, or to mortgage their farms, to secure railway facilities.

They are offered at a low price, and on easy terms of payment; and while, at present, the railroad company sells its bonds at par, it receives them in payment for lands at ten per cent premium.

Settlers and their families purchasing forty acres or more of land of the Company will receive free tickets over the Northern Pacific Railroad when going to settle.

All facilities and advantages furnished by the Company to settlers on railroad lands are also furnished to homestead settlers on the alternate government sections, except the free transportation over the Northern Pacific Road.

Transportation at reduced rates will be furnished from all principal points East. The Company will look after the welfare of settlers, and provide them with comfortable reception-houses while selecting lands, &c., without charge.

That these lands will rapidly rise in value is evident from the fact, that the rates of transportation to Boston, New York, Philadelphia, and other Eastern cities, by water, are no higher than from Central Illinois or Eastern Iowa, where improved farms have an average value of thirty-five dollars per acre.

They are located in a State that has a larger school-fund than any, with the exception of Massachusetts, New York, and Ohio.

They are located in a State which had but five thousand and forty-two inhabitants in 1850, and had four hundred and

forty-two thousand in 1870, and, by the same ratio, will have a population of a million and a quarter in 1880.

They are located on a railroad which will be completed to the Missouri River during 1872, and to the Pacific Ocean at an early day, — the shortest line between the Atlantic and the Pacific, and destined to become one of the great highways of the world.

With these and other advantages that might be named, it is evident that there are no other lands so inviting to settlers who are seeking new homes in the West.

PROGRESS OF THE NORTHERN PACIFIC RAILROAD.

The construction of the Northern Pacific Railroad was begun in June, 1870, and was completed across the State to Dakota in December, 1871, — a distance of two hundred and twenty-eight miles from the junction with the Lake Superior and Mississippi Road, or two hundred and fifty-two miles from lake-navigation at Duluth. The section west of Minnesota, between the Red River and the Missouri, was put under contract in October, 1871, to be completed during the summer of 1872, — a further distance of a hundred and ninety-nine miles, or a total from lake-navigation of four hundred and fifty-one miles.

A preliminary survey of the line between the Missouri and the Yellowstone was made in the fall of 1871, and will be put under contract as soon as the locating surveys are completed, during the summer of 1872. The distance from the Yellowstone to the Missouri is two hundred and twenty-nine miles. Explorations and surveys were made of the entire region between the Missouri and the Pacific Ocean in 1871, and will be continued through 1872.

Sixty-five miles of the western section of the road, between the Columbia River and Puget Sound, are under construction, to be completed during the summer of 1872; and the remainder of the section will be put under contract during the year. The enterprise will be pushed to completion with the utmost possible despatch.

The future of the Northern Pacific Railroad is thus set

forth by Gov. Hawley of Connecticut, in a letter written from the Red River, and published in the Hartford *Courant*, in 1871: —

"In its first thousand miles, the Northern Pacific Road will pass through the best wheat-growing region in the world, of vast extent and great fertility. It will run along the rich garden-lands of the valleys of the Red River of the north, the Missouri, and the Yellowstone. The products of the wide and fertile regions of the Assinniboin and Saskatchawan will find their way to market over its rails; and the rapidly increasing volume of mining-business already existing in Montana will inevitably accept of the facilities the road will afford. The excellence of the country, and the rapidity with which it is filling with settlers, give promise of a local business whose figures alone will rival the present earnings of the other line. And when to this is added the through traffic of the world, there is left no room to doubt that the Northern Pacific will, from the start, perform in its field as great a work as is now being done by its more southern neighbor. Were there, then, nothing but the business of the road upon which to depend, its projectors might reasonably hope for a paying return; but behind and supporting all is the immense grant of fifty million acres of land. These lands are not irreclaimable waste places, but are mainly fertile plains and rich valleys, well watered, and lying in the midst of a temperate climate."

RAILWAY CONNECTIONS.

The grading of the Brainerd Branch of the St. Paul and Pacific Railroad was completed in 1871, and the track will be laid by midsummer of the present year (1872); thus making direct connection with Minneapolis, St. Paul, and the railway system of the country.

The St. Cloud and Pembina Branch of the St. Paul and Pacific Road, which crosses the Northern Pacific at Glyndon, is under contract to be completed the present year. The construction of these roads in connection with the Northern Pacific gives railroad facilities to the entire region of Central and North-western Minnesota; while the immediate extension of the line to the Missouri, and the assurance of its early completion to the Pacific Ocean, and of its becoming one of the great highways of the world, give a value to the lands along the line unsurpassed by those of any other section of the continent.

STATIONS ON THE NORTHERN PACIFIC RAILROAD FROM DULUTH.

	Miles.
LAKE SUPERIOR & MISSISSIPPI.	
Duluth.	
Rice's Point	1
Oneota	4
Spirit Lake	9
Fond du Lac	15
Thomson	23
NORTHERN PACIFIC.	
Junction	24
Komoka	25
Norman	33
Island Lake	46
Sicotte's	57
Sandy River	65
McGregor	70
Kimberley	76
Aiken	88
Withington	98
Brainerd (junction with St. Cloud Branch of St. Paul & Pacific)	115
Pillager	127
Motley	137
Aldrich	151
Wadena	161
Leaf River	166
Perham	185
Anthon	196
Detroit Lake	206
Audubon	213
Lakeside	219
Hawley	229
Glyndon (junction with Pembina Branch St. Paul & Pacific)	241
Moorhead	252

As a guide to those who may wish to go in colonies, the following articles of association are suggested, to be modified, of course, by those associating for such a purpose.

ARTICLES OF ASSOCIATION TO BE USED IN FORMING A COLONY.

ARTICLE. 1. — This Association shall be known by the name of Colony; its object being the purchase and settlement of lands on the line of the Northern Pacific Railroad Company in the of and the settlement, under the Homestead Act, of the alternate government sections along the line of said road.

ART. 2. — The officers of the Colony shall be a President, a Vice-President, a Corresponding Secretary, a Recording Secretary, and a Treasurer, who shall perform the usual duties pertaining to such offices. They shall be elected by ballot, and the term of each be for one year from their election.

ART. 3. — There shall be a Committee on Finance, elected at the same time and in the same manner, to consist of
members, whose duty it shall be to examine into the financial affairs of the Colony, and who shall at all times have access to all of its books and papers. No money shall be paid until the accounts are approved by the Finance Committee.

ART. 4. — The Colony is empowered to appoint Locating and other Committees as may be found necessary for its prosperity; the powers and duties of such Committees to be defined on appointment.

ART. 5. — It shall require a majority vote of two-thirds of all the members present at a regular meeting for the admission of any member into the Colony; such vote to be by ballot in all cases; and every person so elected shall be of lawful age and good moral character, and shall subscribe to the Articles of Association and By-Laws, and pledge himself to promote, to the extent of his ability, the best interests of the Colony.

ART. 6. — The fee of membership shall be dollars, and must be paid to the Treasurer of the Colony (who will receipt for the same) within days after the member is notified of his election.

ART. 7. — No member of the Colony shall engage in the manufacture or sale of intoxicating liquor of any kind, or permit it to be sold on his premises, except for purely medicinal purposes. All conveyances of real estate made by the Colony, or any member of it, shall contain a covenant running with the land, prohibiting the sale of intoxicating liquor on such real estate or any part thereof, except for purely medicinal purposes; and, in case of violation of such clause, then such real estate shall revert to its former owner or owners, their heirs or assigns. All appropriations of money shall be made by a vote of the members of the Colony at a regular meeting. All drafts for expenditures shall be drawn by the President on the Treasurer, and countersigned by the Finance Committee. The Treasurer shall be required to give security in such amount as the Finance Committee shall determine.

ART. 9. — The Annual Meeting for the election of officers shall be held on in each year; and regular meetings for the election of members and appropriation of money shall be held ly. Any meeting called by the President at request of members of this Colony shall be held to be a regular meeting.

ART. 10. — The Colony may make such By-Laws as may be found useful; and such By-Laws, as well as these Articles of Association, may be amended at any regular meeting by a majority of all the members of the Colony, *provided* the proposed amendment has been submitted at a former regular meeting.

We, the subscribers, by these presents associate ourselves to form a settlement in and agree to be governed by these articles, and such further rules and regulations as a majority of the Association may make at any regular meeting.

UNITED-STATES LAND OFFICES.

At Duluth, for all lands along the line of the Northern Pacific Railroad east of Range XXIV.

At St. Cloud, for nearly all the lands between Range XXIV. and Range XXXVI., including the lands in the counties of Crow Wing, Cass, Todd, and Wadena.

At Taylor's Falls, for a small portion of the timbered lands near Lake Mill Lacs.

At Alexandria, for all lands in Ottertail and Wilkin Counties.

At Audubon, for all lands in Becker and Clay Counties.

ROUTES FROM THE EAST BY RAILROAD AND STEAMER.

FROM BOSTON.

By Vermont Central Line to Ogdensburg, and Grand Trunk to Sarnia; to Duluth by steamer.

By Boston and Albany and New York Central Line to Buffalo; to Duluth by steamer.

FROM NEW YORK.

By Erie Railroad to Buffalo; steamer to Duluth.

By Hudson River and New York Central to Buffalo; steamer to Duluth.

By Pennsylvania Central to Erie; steamer to Duluth.

FROM PHILADELPHIA.

By Pennsylvania Central to Erie; to Duluth by steamer.

The time by the above routes will be from five to seven days.

All of the steamers on Lake Erie stop at Cleveland and Detroit. Settlers from Pennsylvania, Ohio, Indiana, and

Michigan, can take passage from one of those ports, and have a reduction of rates by applying to the proper agents.

Settlers who prefer to travel the entire distance by rail may obtain tickets by the way of Chicago and St. Paul. The expense will be about one-fourth more than by the lakes.

A reduction of from twenty to thirty per cent from regular rates of transportation will be made to settlers, or members of a colony, on their application to the SUPERINTENDENT OF EMIGRATION, 120 BROADWAY, NEW YORK, or by giving satisfactory evidence to the local agents of the Northern Pacific Railroad in the Eastern States that they intend to purchase land of the Company, or to pre-empt government land along the line of the road

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LANDS IN THE TERRITORIES.

THE Northern Pacific Railroad has been surveyed through the Territories of Dakota, Montana, Idaho, and Washington, to Puget Sound; and the lands along the line have been withdrawn from public sale by the government; but the even-numbered sections may be taken, as in Minnesota, under the pre-emption and homestead laws.

The patents for the lands to which the Northern Pacific Railroad is entitled are received from the United States Government, as fast as the road is constructed, in sections of twenty miles; and, as soon as the surveys are completed, they will be appraised, and offered for sale on the same terms as the lands in Minnesota.

DAKOTA.

The townships in the Red-river Valley on the Dakota side have been surveyed, and pre-emptors may take their claims, as in Minnesota; the townships farther west have not been subdivided, but claims may be taken subject to the corrections made by the surveys when completed.

The Red-river Valley in Dakota has the same general characteristics as on the the Minnesota side, — a deep loam, exceedingly fertile, and bearing luxuriant crops of native grasses. The level prairie region extends west about fifty miles, changing to undulations in the vicinity of the Sheyenne River.

The country between the Red River and the Missouri is watered by the Rush, Maple, Sheyenne, and James Rivers, and small lakes and ponds. There are narrow fringes of timber along the streams; but this region will be mainly supplied with timber from Minnesota, and with coal from the Missouri River. It is a section of country admirably adapted to the raising of stock. It has been the favorite haunt of the buffalo, — the summer pasture where myriads of animals have fattened upon the nutritious grasses. The winters are milder than in Minnesota, and the fall of snow less than in that State. The spring opens about two weeks earlier on the Missouri at Fort Rice than in the Red-river Valley.

The Northern Pacific Railroad will cross the Missouri at Burnt Boat Island, and follow up the valley of the Heart River through the coal-field of Dakota. The coal-formation shows itself about fifty miles west of the Missouri, and extends all the way to the Yellowstone, — a distance of one hundred and seventy-five miles. There is an abundance of timber on the Missouri and the Yellowstone, and on the upper waters of the Little Missouri. The lumber may be rafted down these streams to the line of the Northern Pacific Road, and sent by rail to the settlers along the line.

Settlers wishing to make a home in Dakota will reach the lands along the line of the Northern Pacific by taking the cars to Moorhead, or beyond, as the track may be completed. Steamers ascend the Missouri from Sioux City to Fort Benton; but the distance from Sioux City, in Iowa, to Burnt Boat Island, is between eight hundred and nine hundred miles, and is very tedious, requiring from two to three weeks' time. The most feasible route, after midsummer of the present year (1872), will be by the Northern Pacific Road.

MONTANA.

According to the estimate of the Surveyor-General, there are twenty million acres of land in Montana that may be classed as agricultural. About one million five hundred thousand acres have been claimed under the pre-emption and homestead laws.

The lands in the mining-region of Montana on the Gallatin, Madison, and Jefferson forks of the Missouri, in the vicinity of Helena, and in the Deer Lodge and Missoula Valleys, have been surveyed, and are open to pre-emption and homestead settlement.

Montana contains a population estimated, at the present time, at about thirty thousand. It is the richest gold-field of the continent, producing more of the precious metals per annum than any other State or Territory. It is watered by numerous streams, has a healthful climate, more genial even than Minnesota. Very little snow falls in the valleys; and sheep, cattle, and horses are not often housed in winter.

It is believed that Montana possesses more advantages for the raising of stock than any other section of the United States. The grasses are exceedingly nutritious. The "Bunch Grass" is said to be more nutritious than the celebrated "Blue Grass" of Kentucky. It dries in the fall; and the cattle feed upon it in the pastures during the winter, preferring it to clover or timothy, and are fat enough for market in the spring. This abundance of pasturage, with pure water, and a climate so mild that cattle may be kept in the pastures through the year, will make this an attractive region to the stock-grower. Montana is admirably adapted to sheep-husbandry; and it is believed that the long staple, silver-lustred wools, now obtained almost wholly from foreign countries, may be produced in perfection. Upon the completion of the Northern Pacific Railroad to the Yellowstone River, there will be cheap transportation to Eastern markets from these incomparable pasture-lands.

There is an abundance of timber, — pine, cedar, oak, and other woods. The soil in the valleys is very fertile, producing, not unfrequently, fifty and even sixty bushels of wheat to the

acre. Rye, oats, barley, potatoes, corn, and garden vegetables of enormous size, are raised in great abundance.

The present route to Montana is by the Union Pacific Railroad to Corrinne, and thence by stage to Helena, — a distance of between five hundred and six hundred miles. During the summer months, steamboats ascend the Missouri from Omaha to Fort Benton. Upon the completion of the Northern Pacific Railroad to the Missouri, regular lines of steamers will ply from Burnt Boat Island, the point of crossing, to Fort Benton.

The present rates of fare from New York to Helena: first-class tickets, one hundred and thirty-six dollars; second-class, one hundred and fourteen dollars.

The stage-fare from Corrinne to Helena is sixty-six dollars, first class; thirty-five dollars, second class. Families or colonies will do well to take wagons from Corrinne with supplies for eighteen or twenty days. In the spring of 1873, the cheapest and quickest route will be by the Northern Pacific to the Missouri River, and thence by steamer to Fort Benton.

IDAHO.

The line of the Northern Pacific Railroad passes through the northern portion of Idaho. It is a country well supplied with timber, with a fertile soil in the valleys, and excellent pasturage on the mountains. The lands are not yet surveyed; and there are but few settlers at present, except in the mining camp. Upon the completion of the road, it will be an attractive region for emigrants.

The valleys in the southern portions of the Territory are narrow, and have comparatively a small area suited to agriculture. The climate is more severe than in the northern sections, where, as in Montana, cattle are not brought in from the pastures during the winter.

The stockmen of the southern counties are accustomed to drive their herds northward in the fall to avail themselves of the rich pastures of the Upper Columbia, where there is an abundance of pure water, and where the snow-fall is not so great as in more southern latitudes.

WASHINGTON.

The line of the Northern Pacific Railroad follows down the valley of the Columbia River to a point opposite Portland in Oregon, and up the Cowlitz, a branch of the Columbia, to Puget Sound. The lands west of the Cascade Mountains have been surveyed, and may be taken by pre-emption and homestead claims. The area west of the Cascade range is about twenty thousand square miles, three-fourths of which is covered with timber, — pine, cedar, fir, spruce, hemlock, oak, maple, ash, and other woods.

As a lumbering region, Washington Territory excels all others in the world; and to the lumberman there is no other locality offering such advantages. The harbors of the sound are deep and capacious, and vessels may be loaded direct from the mills. The manufactured lumber exported from Washington amounts to two hundred million feet per annum, and is sent to all parts of the world. California, Chili, Peru, China, Japan, Australia, and the islands of the Pacific, receive their supplies of lumber from this Territory. Masts and spars are shipped to England, France, and other European countries.

The prairies of Washington are of limited extent, in comparison with Minnesota and Dakota, and consequently are being rapidly taken by pre-emptors. The soil of the timbered lands is of good quality, and, when cleared, will make fine farms. The yield of wheat, like that of Oregon, is not unfrequently forty and even fifty bushels to the acre. All other grains are grown in perfection, with the exception of corn. The summer nights, like those of England, are too cool to raise good crops of this grain, though thirty and forty bushels to the acre are sometimes produced.

The winter climate is mild. Very little snow falls west of the Cascade Mountains; ice rarely forms; and the temperature is so genial, that flowers bloom throughout the year.

The Columbia River, and all of the streams emptying into the Pacific Ocean, and the waters of Puget Sound, are filled with salmon, which are caught in large quantities, and sent to all parts of the world.

The Northern Pacific Railway is now under construction from Kalama, on the Columbia River, to Olympia and Puget Sound, and will be completed between those points the present year. The lands owned by the Company are under appraisement, and will soon be offered for sale.

Settlers wishing to occupy those lands may reach them by the line of the Union and Central Pacific Railway to San Francisco, and thence by steamer to Kalama.

Full information may be obtained in regard to that section of the country, upon application to the office of the NORTHERN PACIFIC RAILROAD, KALAMA, WASHINGTON TERRITORY, OR TO 120 BROADWAY, NEW YORK.

PROSPECTUS.

A Railroad Bond and Real Estate Mortgage Combined.

Bonds Receivable for Lands at 1.10.

In its first-mortgage gold bonds, now selling at par and accrued interest, the Northern Pacific Railroad Company furnishes to the public an investment security which combines the ready negotiability, the convenience, and the high credit of a first-class railroad bond, with the solidity and safety of a real estate mortgage on land worth at least twice the amount loaned.

At the present gold premium they yield 8¼ per cent interest, — over one-third more than United States 5-20's. Their elements of strength and safety are the following: —

I. They are the standard obligation of a strong corporation, which represents in its shareholders and managers large capital and railroad experience, and is engaged in prosecuting a business-enterprise whose great usefulness and solid success are not matters of doubt.

II. They are a first mortgage on the road, its right of way, rolling-stock, telegraph-line, equipments, and franchises.

III. They are a first lien upon the traffic or net earnings of the road. The net receipts of the first trans-continental railroad, in the second year after completion, and mainly from local business, were equal to nine per cent on the total estimated cost of the Northern Pacific Road.

IV. They are a first and only mortgage on a government grant of land, which consists of twelve thousand eight hundred acres for each mile of road through the States of Wisconsin and Minnesota, and twenty-five thousand six hundred

acres per mile through the Territories of Dakota, Montana, Idaho, and Washington. In average fertility of soil, healthfulness and mildness of climate, diversity and extent of resources, the belt of country comprising this grant is such as to render the lands very valuable, and insure their speedy sale and cultivation. Sold at the average price realized by other land-grant roads, the real estate endowment of the Northern Pacific Company will produce more than three times the issue of bonds per mile.

The Company is now offering for sale to settlers and colonies a portion of its valuable land-grant in Minnesota; and a large area on the Pacific coast will soon be placed on the market. The offered lands are selling readily; and henceforward the Company will realize a large yearly income from this source.

The bonds are at all times receivable at *ten per cent premium* (1.10) in payment or exchange for the Company's land at market-prices, — a provision which practically gives the holder of these mortgage-bonds the power of foreclosure at will.

The proceeds of all sales of land are required to be devoted by the trustees of the bondholders as a SINKING FUND to the purchase and cancellation of the first-mortgage bonds, or, temporarily, to the payment of interest thereon, if necessary. This provision will make the Railroad Company itself a large purchaser of its own securities in the open market from the time the road is completed until the bonds mature, or are all bought in.

All marketable stocks and bonds will be received (by express or otherwise) at current prices in exchange for Northern Pacific seven-thirties without expense to the investor. Pamphlets and full information will be furnished on application.

JAY COOKE & CO.,

Philadelphia, New York, and Washington,

Financial Agents Northern Pacific Railroad Company.

☞ For sale by banks and bankers generally.

Offices

OF

The Land Department

OF THE

Northern Pacific Railroad.

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120 Broadway, New York; St. Paul, Minnesota; Kalama, Washington Territory.

After Sept. 1, 1872, the New-York office will be at the corner of *5th Avenue and 9th Street.*

All inquiries relating to Land or Immigration should be addressed to one of the above offices.

Rand, Avery, & Co., Printers, Boston.



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